

such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

The following noise analysis is based, in part, on noise modeling conducted for the proposed amendment using the Federal Highway Administration (FHWA) Traffic Noise Model (Version 2.5 Look-Up Tables). The noise modeling output is included as Appendix C of this IS/MND.

a,c): Mobile Source (Traffic) Noise: The City of Rio Dell Noise Element of its General Plan requires the City to: (1) consider the noise impacts of commercial development upon nearby residential areas; (2) maintain acceptable noise levels for City residents and business community; (3) designate truck routes on existing streets; (4) adhere to California Title 24 and UBC minimum noise insulation standards; and (5) support the State of California's 24-hour noise compatibility standards. For purposes of analysis, the State's 24-hour noise compatibility standards are shown in Table 6 below.

Table 6 California's 24-Hour Noise Compatibility Standards	
Land Use Category	Exterior Noise Level (dBA CNEL or 24-hour L_{eq})
Residential – single family	60
Residential – multi-family	65
Transient lodging (motels, hotels)	65
Schools, libraries, churches, hospitals, nursing homes, auditoriums, amphitheaters, sports arenas, parks	70
Commercial, office	70
Golf course, cemeteries	75
Industrial, manufacturing, utilities, agriculture	75
<i>Source: California OPR, 2003.</i>	

The proposed amendment would permit the development of up to 284,360 square feet of new industrial/commercial development within the amendment area. This development would generate an estimated 586 p.m. peak hour (e.g., 5:00-6:00 p.m.) vehicle trips on Monday through Friday that would utilize Northwestern Avenue, HWY 101 and Wildwood Avenue. The FHWA Model was used to determine whether this traffic would generate mobile source noise in excess of State noise compatibility standards at the property lines of the closest existing noise sensitive uses along these roadways. Table 7 below summarizes the results of the modeling.

<p align="center">Table 7 Proposed Amendment Mobile Source Noise</p>					
Sensitive Receptor	Distance Between Rd. and Sensitive Receptor ^a (ft.)	Existing		Existing + Amendment	
		Traffic Volumes	dBA L _{eq} ^b	Traffic Volumes	dBA L _{eq} ^b
Residences on Northwestern Ave. in the 2,100 ft. e. of amendment area where Northwestern is oriented north-south	10	5	38.3	11	41.5
Residences on Belleview Ave. (near EB HWY 101)	60	557	69.0	850	70.8
Residences on Eeola Ave. (near WB HWY 101)	60	468	68.1	755	70.2
Residences on Wildwood Ave. (between Butcher St. and Townsend St.)	20	438	64.8	672	66.6
^a The distances identified are between the residences and the roads that would carry amendment traffic (e.g., Northwestern Ave., HWY 101 and Wildwood Ave.). ^b Results from FHWA Traffic Noise Model (Version 2.5 Look-Up Tables). Source: Planwest Partners, 2010.					

As indicated in 7: (1) peak hour traffic noise currently exceeds the State's noise compatibility standard of 60 dBA L_{eq} for single-family residences at the closest existing residences along three of the four roadway links analyzed; and (2) peak-hour traffic associated with the proposed amendment would exacerbate these exceedances. However, in each case the proposed amendment would result in an inaudible (>3 dBA) increase in noise. Therefore, the proposed amendment would not result in a substantial permanent increase in mobile source noise, and the impact would be *less than significant*.

In addition to the generation of mobile source noise as evaluated above, the proposed amendment would expose new industrial/commercial development and its occupants to traffic noise from HWY 101. HWY 101 lies approximately 120 feet south of the southern boundary of the amendment area. Based on FHWA modeling of existing plus amendment p.m. peak hour traffic volumes on HWY 101, traffic noise from the highway would be 69.0 dBA L_{eq} at the amendment area's southern property boundary. Because this is below the State's 70 and 75 dBA L_{eq} noise compatibility standard for commercial and industrial uses, respectively, the proposed amendment would not expose persons associated with the proposed amendment to mobile source noise levels in excess of applicable noise standards, and the impact would be *less than significant*.

Stationary Source (Non-Traffic) Noise: Stationary noise sources associated with new industrial/commercial development permitted under the proposed amendment would generate noise during operation. Table 8 below identifies the noise levels generated by stationary noise sources most often associated with industrial/commercial development at 50 feet and 1,600 feet from the noise source (the latter being the distance between the amendment area and the closest existing noise-sensitive uses - the Belleview Avenue residences located approximately 1,600 feet to the south). As indicated, amendment-related stationary source noise would be a maximum of 55 dBA L_{eq} at the Belleview residences which is below the City's 60 dBA L_{eq} exterior noise standard for residential uses. Therefore, the impact would be *less than significant*.

Table 8 Noise Levels from Typical Stationary Equipment		
Equipment	Maximum Level L_{eq} dBA	
	@ 50 Ft.	@ 1,600 Ft. ^d
Industrial-grade Air Conditioners, Heaters and Ventilation Systems (HVAC)	75 ^a	45
Loading Docks	75 ^a	45
Parking Lots	63 ^b	33
Compressors, forklifts, and back-up generators	85 ^c	55
Boilers	70 ^c	40
^a COE, 2008. ^b City of Glendora, 2004. ^c COE, 2010. The 85 dBA L_{eq} identified above @50 feet from compressors, forklifts and back-up generators is a worst-case condition since this equipment is usually operated within structures which can attenuate noise by up to 15 dBA. ^d Based on industry standard of 6 dBA noise level reduction for each doubling of distance. ^e Source: Planwest Partners, 2010.		

b): Amendment-related construction activities for permitted uses (jack hammering, grading and trenching, etc.) could generate groundborne noise/vibration during the construction period, while amendment-related operation of permitted uses (especially any heavy industrial or manufacturing uses) could generate groundborne noise/vibration during operation. However, any such noise/vibration would not be excessive because the nearest existing sensitive receptors are the Belleview Avenue residences located approximately 1,600 feet to the south and the Stone residences located approximately 1,800 feet to the east, both of which are too far away to experience noise/vibration from the amendment area. **No impact** would occur.

d): In addition to the relevant noise policies from the City of Rio Dell Noise Element listed under "Mobile Source (Traffic) Noise" above, the Element identifies the permissible hourly noise exposure standards identified in Table 9 below.

Table 9 Rio Dell's Hourly Noise Exposure Standards	
Duration	Exterior Noise Level (dBA L_{eq})
1 hour	105
8 hours	90
Source: City of Rio Dell, 2001.	

Construction activities associated with new development permitted under the proposed amendment would generate temporary construction noise during the construction period. Table 10 below identifies the noise levels generated by standard construction equipment at 50 feet and 1,600 feet from the noise source (the latter being the distance between the amendment area and the Belleview Avenue residences). As indicated, amendment-related construction noise would be a maximum of 58 dBA L_{eq} at the residences which is well below the City's 1 hour (105 dBA L_{eq}) and 8 hour (90 dBA L_{eq}) permissible hourly outdoor noise exposure standards. Therefore, the proposed amendment would not result in a substantial temporary or periodic increase in ambient noise levels, and the impact would be **less than significant**.

Table 10 Noise Levels from Typical Construction Equipment		
Equipment	Maximum Level L_{eq} dBA	
	@ 50 Ft. ^a	@ 1,600 Ft. ^b
Truck	85	55
Backhoe, Air compressor	78	48
Concrete mixer	79	49
Scraper	84	54
Jack hammer	89	58
Dozer	82	52
Paver	77	47
Generator	81	51
^a FHWA, 2006.		
^b Based on industry standard of 6 dBA noise level reduction for each doubling of distance.		
Source: Planwest Partners, 2010.		

e-f): The amendment area is not located within a public airport land use plan area, within two miles of a public airport, or within the vicinity of a private airstrip. The closest airport is Rohnerville Airport located approximately 5 miles to the north. Therefore, the proposed amendment would not expose people residing or working in the amendment area to excessive airport or aircraft-related noise levels. **No impact** would occur.

13. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant Impact w/Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

a): The proposed amendment represents amendments to regulations, plans, and other general criteria governing the conduct of a continuing program (the General Plan) rather than subdivision maps, development plans, or other development entitlements. No new housing units would be developed that could house an additional resident population, and no new industrial, commercial, or other development would occur that could generate an employee population, as a direct result of the proposed amendment. Therefore, the proposed amendment would not directly induce substantial population growth. A **less than significant impact**.

The proposed amendment does not include specific proposals for new housing or to extend roadways, utilities or other infrastructure to areas not already served, and does not include

proposals to increase the capacities of the City's water treatment plant, wastewater treatment plant, or other utilities. Therefore, the proposed would not increase the capacity of the City to serve additional population, and thus would not indirectly induce substantial population growth. A *less than significant impact* would occur.

b-c): The amendment area does not include existing housing or employment-generating uses. Therefore, development permitted under the proposed amendment would not have the potential to displace substantial numbers of existing housing, residents or employees, and would not necessitate the construction of replacement housing elsewhere. *No impact* would occur.

14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant Impact w/Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?		X		
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	

a): Fire protection service in the amendment area is provided by the Fortuna Fire Protection District (FFPD) out of its headquarters station in Fortuna. The FFPD has 65 firefighters divided among its five fire companies and three fire stations, along with five engines, two aerials, one rescue vehicle and one tender (HLAFCo, 2008a). The proposed amendment would permit the development of up to 284,360 square feet of new industrial/commercial uses with an estimated 403 employees.⁴ Assuming that one-third of these employees would be new residents within the FFPD service area, and based on an FFPD firefighter to population ratio of 5:1,000 (Ibid.), development permitted under the proposed amendment would generate a demand for 0.7 new FFPD firefighters. Because it is anticipated that these additional firefighters would be able to be accommodated at FFPD's existing headquarters station without the need to expand the station, the amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection service. Still, the proposed amendment would facilitate a need to improve existing streets to, and develop new streets within, the amendment area. The improvement/development of these streets without adequate review and approval by the FFPD could result in inadequate fire vehicle access. This impact would be *less than significant with mitigation incorporated*.

⁴ Based on employee generation rates of one employee per 500 feet of commercial development and one employee per 1,000 feet of industrial development (COE, 1996).

Mitigation Measures:

SERV-1: The City of Rio Dell shall refer development proposals within the amendment area to FFPD for review and comment on fire access, water supply and other emergency response factors.

b): Police protection service in the amendment area is provided by the City of Rio Dell Police Department (RDPD) out of its station at 675 Wildwood Avenue in Rio Dell. RDPD has eight officers and five police cruisers to serve its existing 3,299 residents (DOF 2008, HLAFCo, 2008b). Assuming that one-third of the 403 new employees projected associated with the proposed amendment were to be new residents within the RDPD service area, and based on an RDPD officer to population ratio of 1.8:1,000 (Planwest, 2008a), the proposed amendment would allow development that would generate a demand for 0.2 new RDPD officers. Because it is anticipated that these additional officers would be able to be accommodated at RDPD's existing station, the amendment would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection service. Also, while monitoring would be needed to ensure that the additional officers were available when needed, such monitoring is already required by mitigation in the 2008 Sawmill Annexation IS/MND. With this monitoring, the impact would be *less than significant*.

c): Elementary and middle school service in the amendment area is the responsibility of the Fortuna Union Elementary School District (FUESD) and Fortuna Union High School District (FUHSD; Winzler & Kelly, 2007, Varner, 2008). The proposed amendment would permit industrial/commercial rather than residential development and thus would not generate a direct demand for school facilities or services. Also, while the industrial/commercial uses permitted under the amendment would generate some indirect demand for school facilities and services through the possible attraction of new residents to the City, this development would be subject to payment of State-mandated school impact fees for such development, with payment of these fees considered by the State to represent full mitigation for impacts to schools. Therefore, the impact would be *less than significant*.

d): Park service in the City of Rio Dell and the amendment area is the responsibility of the City of Rio Dell. There are several existing park and recreational facilities available to City residents, including playing fields, playgrounds and tennis courts (16.1 acres) located at Eagle Prairie Elementary and Monument Middle School, a playground and ball park (3.4 acres) adjacent to the RDPD fire hall, two small triangle parks, and two City-maintained access points to the river (Ibid.). The proposed amendment would permit industrial/commercial rather than residential development, and thus would not result in a direct demand for parks. Also, while the industrial/commercial uses permitted under the amendment would generate some indirect demand for parks through the possible attraction of new residents to the City, mitigation is identified in the 2008 Sawmill Annexation IS/MND requiring the City to adopt a park dedication/fee ordinance and have new development in the amendment area pay the adopted fees. Therefore, the impact would be *less than significant*.

15. RECREATION	Potentially Significant Impact	Less Than Significant Impact w/Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

a-b): See Response 14.d.

16. TRANSPORTATION/TRAFFIC. Would the project:	Potentially Significant Impact	Less Than Significant Impact w/Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation systems, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.		X		
b) Conflict with an applicable CMP, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?		X		
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		X		

a-b): Existing Conditions: Regional access to the City of Rio Dell and the amendment area is provided by U.S. Highway 101 (HWY 101). HWY 101 is a grade-separated four-lane highway bisecting the City, with local exits at Moore Fuels and Metropolitan Road and local interchanges at Wildwood Avenue, Davis Street and Main Street (Figure 2). Wildwood Avenue is the main Arterial and business route for the City, running through the Town Center. Davis Street and Scotia Boulevard are Minor Arterials and link Wildwood Avenue to HWY 101. Rio Dell proper


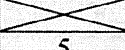
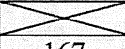
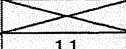

and the Sawmill Annexation Area, including the amendment area, are separated by the Eel River - HWY 101 connects the two via a bridge over the river.

The amendment area is provided access via Northwestern Avenue, a two-lane, 40 foot-wide Collector running from north of Moore Fuels in the northwest to south of the Stone area (the area where Northwestern turns northward) in the southeast, with accesses to HWY 101 at Moore Fuels and Metropolitan Road. Access from Northwestern to the amendment area, which is currently blocked by wooden barriers, is provided via a driveway which feeds to an existing on-site north-south oriented road (Figure 3). No bikeways currently exist or are designated by the City's General Plan along Northwestern Avenue.

The City of Rio Dell does not have adopted level of service (LOS) standard or other significance criteria for local roadways, while Caltrans requires LOS C or better on state and interstate facilities in rural areas. LOS C or better is generally considered acceptable in rural areas. The six intersections in the vicinity of the amendment area expected to accommodate most traffic associated with the proposed amendment are evaluated in this analysis to determine whether the amendment could cause traffic congestion at these intersection. The six study intersections are listed below and their locations are identified in (Figure 12):

1. Amendment Area Access and Northwestern Ave.
2. Metropolitan Rd. and Northwestern Ave.
3. Metropolitan Rd. and HWY 101
4. HWY 101 Access (at Moore Fuels) and HWY 101
5. Wildwood Ave. and Belleview Ave.
6. Wildwood Ave. and HWY 101 NB Ramps

Existing p.m. peak hour (5:00 p.m. – 6:00 p.m.) traffic volumes at each of the study intersections are identified in Table 11 based on traffic counts conducted by Planwest on Thursday, November 17, 2010. Based on field observation taken at the time, none of these intersections currently experience undue delay or unacceptable level of service during the p.m. peak hour (e.g., all intersections currently experience relatively free-flow traffic conditions).

Table 11 Existing Traffic Volumes					
Intersection		P.M. Peak Hour Traffic Volumes			
		North Bound	South Bound	East Bound	West Bound
1	Amendment Area Access Rd. / Northwestern Ave.		0	0	6
2	Metropolitan Rd. / Northwestern Ave.		4	0	6
3	Metropolitan Rd. / HWY 101	5	6	557	468
4	HWY 101 Access Rd. (Moore Fuel) / HWY 101		3	587	496
5	Wildwood Ave. / Belleview Ave.	167	271	94	
6	Wildwood Ave. / HWY 101 NB Ramps	219	66		11

Source: Planwest Partners, November, 2010.

**Figure 12 :
Traffic Assessment Intersections**

Eel River Sawmill Site GPA/ZA/GPTA



Impact Analysis: Table 12 identifies trip generation estimates for the 284,360 square feet of new industrial/commercial development that would be permitted under the proposed amendment. As indicated, this development would generate an estimated 586 trips during the p.m. peak hour. Table 13 identifies the trip distribution assumptions applied to projected amendment-related traffic in this analysis.

Table 12 Proposed Amendment Trip Generation									
Land Use	sq. ft. ^a	Daily		P.M. Peak Hour					
		Rate/1,000 sq. ft. ^b	Trips	Rate/1,000 sq. ft. ^b	Trips	Rate In ^b	Rate Out ^b	In	Out
Industrial	165,876	6.96	1,154	0.86	143	0.21	0.79	30	113
Commercial	118,484	28.50	3,377	3.75	443	0.38	0.62	168	275
Total	284,360	--	4,531	--	586	--	--	198	388

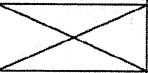
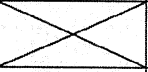
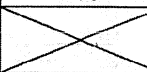
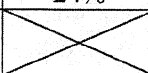
^a Industrial/Commercial = 80% commercial and 20% industrial.
^b Trip generate rates and proportion of trips in/out from the ITE, Trip Generation, 7th Edition, Volumes 2-3. The daily and p.m. peak hour trip generation rates shown for commercial are averages of the ITE rates for the three most common categories of commercial uses (e.g., retail, office, and shopping center).
Source: Planwest Partners 2008.

Table 13 Proposed Amendment Trip Distribution Assumptions	
Roadway	Percent
Amendment Area Access Rd. (NB and SB)	100
Northwestern Ave. (EB)	1
Northwestern Ave. (WB)	99
Metropolitan Rd. @ HWY 101 (NB and SB)	94
HWY 101 Access Rd. (Moore Fuel) @ HWY 101 (NB and SB)	5
HWY 101 EB	50
HWY 101 WB	49
Wildwood Ave. (NB and SB)	30

Source: Planwest Partners, November, 2010.

Table 14 identifies p.m. peak hour traffic volume at each of the study intersections under existing plus amendment conditions based on the trip generation estimates and trip distribution assumptions identified in Tables 12 and 13, respectively. Table 14 also identifies the amendment-related percentage increase in traffic at each of the intersections. As indicated, the proposed amendment would increase traffic volumes at each of the study intersections by at least 175 additional trips, except for Intersection 4 where amendment traffic volumes would be minimal (6 additional trips).

Intersections 1 through 3 would experience the most amendment-related p.m. peak hour traffic volumes. In addition, these intersections currently have relatively narrow traffic lanes and lack stop controls and/or dedicated turn lanes (or in the case of HWY 101, have 65 mph speeds combined with cross traffic). Therefore, amendment-related traffic could potentially result in inadequate LOS, inadequate queuing distances and/or traffic safety issues (e.g., inadequate line of sight, cross traffic, etc.) at these intersections. This impact would be *less than significant with mitigation incorporated*.

Table 14 Existing, Existing + Proposed Amendment, and % Increase in Traffic Volumes					
Intersection		Existing, Existing + Amendment, and % Increase in P.M. Peak Hour Traffic Volumes			
		North Bound	South Bound	East Bound	West Bound
1	Amendment Area Access Rd. / Northwestern Ave. % increase	0\198 100%	0\388 100%	0\6 100%	6\586 98%
2	Metropolitan Rd. / Northwestern Ave. % increase		4\555 99%	0\29 100%	6\35 83%
3	Metropolitan Rd. / HWY 101 % increase	5\556 99%	6\557 99%	557\850 34%	468\755 38%
4	HWY 101 Access Rd. (Moore Fuel) / HWY 101 % increase		3\9 67%	587\593 1%	496\502 1%
5	Wildwood Ave. / Bellevue Ave. % increase	167\343 51%	271\447 39%	94\123 24%	
6	Wildwood Ave. / HWY 101 NB Ramps % increase	219\395 45%	66\241 73%		11\40 73%

Source: Planwest Partners, November, 2010.

Intersection 4 would experience minimal amendment-related p.m. peak hour traffic volumes, and thus would result in minimal traffic congestion and no expected queuing or traffic safety issues. Therefore, the impact at this intersection would be *less than significant*.

Intersections 5 and 6 would be located a greater distance from the amendment area than Intersections 1 through 3, and would experience less amendment-related p.m. peak hour traffic volumes than these intersections. In addition, Intersections 5 and 6 have been developed to urban standards, with relatively wide travel lanes, dedicated turning lanes and stop controls, where required, and adequate site distance. Therefore, amendment-related p.m. peak hour traffic would not be expected to result in unacceptable LOS, inadequate queuing distances, or traffic safety issues at these intersections. Still, because the proposed amendment would increase traffic congestion at Intersections 5 and 6, and in order to provide a conservative analysis, a significant impact is identified. This impact would be *less than significant with mitigation incorporated*.

Mitigation Measures:

TRANS-1: The City of Rio Dell shall require that a traffic study be completed for development projects exceeding two acres or 10,000 square feet of building area in the amendment area. The study shall: (1) show all proposed on-site roadway improvements; (2) evaluate traffic level of service impacts, queuing distance adequacy and traffic safety impacts on the proposed on-site roadway system and at Intersections 1-3 and 5-6; and (3) identify any off-site intersection and roadway improvements required to avoid any unacceptable LOS, inadequate queuing distances, and/or traffic safety issues on-site and at Intersections 1-3 and 5-6. The traffic study shall be submitted to the City of Rio Dell and Caltrans for review and approval.

c): Rohnerville Airport, located south of Fortuna, is the closest airport to Rio Dell. It is a general aviation facility operated by Humboldt County. Most commercial aviation traffic in the county is based well to the north at Arcata/Eureka Airport. The amendment area is not located

within the Airport Land Use Compatibility Zones for Rohnerville Airport or any other airport as designated in the Humboldt County Airport Land Use Compatibility Plan, and would have no effect on aviation traffic. Also, while the proposed amendment would permit the development of up to 284,360 square feet of new industrial/commercial uses which would create an estimated 403 new jobs, it is anticipated that most if not all of these jobs would be filled by current residents in Humboldt County such that the amendment would not substantially increase air traffic levels. Therefore, the proposed amendment would not result in a change in existing air traffic patterns, and **no impact** would occur.

d): The proposed amendment does not include proposals for new off-site streets or intersections, and therefore would not have the potential to substantially increase hazards due to off-site design features. Also, while development of the industrial/commercial uses permitted under the proposed amendment would require the development of a new on-site roadway system, this system would be required to be designed and constructed in accordance with all City of Rio Dell design standards which have been formulated to avoid substantial hazards due to design features. Therefore, **no impact** would occur.

The proposed amendment would not permit the development of agricultural uses in the amendment area. Therefore, the proposed amendment would not have the potential to mix slow moving farm equipment with faster moving vehicles, and thus would not substantially increase hazards due to incompatible uses. **No impact** would occur.

e): See Responses 8.h and 14.a.

Mitigation Measures:

TRANS-2: Implement Mitigation Measure SERV-1.

f): The City of Rio Dell does not have adopted policies, plans or programs supporting alternative transportation other than the Safe Routes to Schools Program (Planwest, 2008). Also, while Redwood Transit System currently offers service to the City, it does not offer service to portions of the City north of the Eel River, including the amendment site. Still, there are regional plans supporting alternative transportation, such as HCOG's Humboldt County Regional Trails Master Plan (Rio Dell is an HCOG member). With respect to Rio Dell, the plan specifically states that "When new development projects are proposed within the city, informal trails should be identified for dedication by the city" (HCOG, 2010). Mitigation in the 2008 Sawmill Annexation IS/MND requires industrial and commercial projects in Sawmill Annexation Area that exceed two acres or 10,000 square feet of building area prepare and implement a bicycle and pedestrian facility plan. With implementation of this mitigation, the amendment would be consistent with the Regional Trails Master Plan, and the impact would be **less than significant**.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant Impact w/Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a): The proposed amendment would permit new industrial/commercial uses that would generate wastewater requiring treatment by the City of Rio Dell's WWTP. It is anticipated that this wastewater would be standard urban wastewater, especially given federal and state controls on permitted concentrations of heavy metals or other problematic pollutant constituents in municipal wastewater. In addition, the City's WWTP operates under Waste Discharge Requirements (WDRs), NPDES permits, Total Maximum Daily Load (TMDL) requirements, and other applicable permits and regulations which avoid significant water quality impacts associated with the discharge of treated wastewater to the Eel River. Therefore, the proposed amendment would not exceed the wastewater treatment requirements of the RWQCB, and **no impact** would occur.

b-e): The City of Rio Dell General Plan Land Use Element contains a policy requiring that all new development in the Sawmill Annexation Area, including within the amendment area, connect to the City's municipal water, sewer and storm drain systems. Currently, City water lines extend to the Eel River Sawmill portion of the amendment area. In order for development to occur in the amendment area, City wastewater and storm drain lines would need to be extended across the Eel River to this area. However, a platform for utility lines to span the river already exists (e.g., HWY 101 bridge), and developed rights-of-way (streets) with space for utility lines already exists to the amendment area, such that it is not anticipated the extension of utilities would result in significant environmental effects. Therefore, **no impact** would occur.

The proposed amendment would permit new urban development that would increase the demand on the City's water, wastewater and storm drain systems. This increase in demand is evaluated.

Water: Domestic and fire flow water in the amendment area is provided by the City of Rio Dell's municipal water system which has a water right of 1.701 MGD (City of Rio Dell 2003), a winter capacity of 1.008 MGD and a summer capacity of 0.792 MGD (HLAFCo 2008b). Water from the infiltration gallery in the Eel River which provides the City with water is pumped to the City's water treatment facility (WTF) which has a capacity of 0.792 MGD, is then pumped to one of four water storage tanks ranging in size from 100,000 to 500,000 gallons for a total combined storage capacity of 1.1 million gallons, and is then gravity-fed to the City's distribution system which contains 11 miles of pipe, 5 miles of which was recently replaced under the City's Infrastructure Rehabilitation Project (City of Rio Dell 2003, HLAFCo 2008b).

The City has an existing peak water demand of 0.474 MGD (HLAFCo, 2008b) and a per capita peak water use rate of 144 gpd per person (Planwest, 2008b). Applying this rate to the estimated 403 new employees associated with new development permitted under the proposed amendment yields a peak water demand estimate of 58,000 gpd (0.058 MGD). Adding this to existing peak water demand yields an existing plus amendment peak water demand estimate of 0.532 MGD. Thus, adequate capacity exists in the City's water right, existing infiltration gallery and existing water storage tanks to serve new development permitted under the proposed amendment. However, it is unclear whether the existing tanks are in the right locations to serve the amendment area, or whether the existing water trunk lines and pumps that would serve permitted development have sufficient capacity to serve the development without improvement. Still, in addition to the City infrastructure planning mitigation already described, the 2008 Sawmill Annexation identifies mitigation requiring that: (1) development projects over 3 acres have a water analysis prepared demonstrating how adequate municipal water and fire flow will be provided without adversely impacting existing water service/capacity; (2) the City annually monitor the performance of the City's municipal water system, prepare plans for increasing capacity when system-wide capacity hits 90%, and provide larger pipelines and pumps when required; and (3) the City establish a fair-share fee program applicable to new development to help fund system-wide improvements. With implementation of this mitigation, the impact would be *less than significant*.

The amendment would allow development that would facilitate the need for new water connections. Typically, each new connection reduces existing water pressure in the City's distribution system. Currently, water pressure in the City's system meets fire flow requirements (HLAFCo, 2008b), and the City conducts annual monitoring of water pressure in the distribution system once project development starts and improves the system, as required to ensure the provision of adequate fire flow. Because the City monitors its water system and takes improves the system, as required, to provide adequate fire flow, and because development permitted under the proposed amendment would go through development review by the City where the plans for the provision of adequate fire flow would be required, the impact would be *less than significant*.

Wastewater: Wastewater collection, treatment and disposal service in the City is provided by the City's municipal wastewater system. Collection is provided by a gravity fed flow system with two lift stations (Hale 2008). Treatment is provided by the City's wastewater treatment facility (WWTF) which treats wastewater to primary and secondary standards and then either discharges it directly to the Eel River (October 1 - May 14) or stores it in a seasonal percolation pond (May 15 - September 30) for later discharge to the river. The WWTF has an existing average dry weather flow (ADWF) design capacity of 0.9 MGD and currently treats 0.41 MGD ADWF (HLAFCo 2008b, Winzler & Kelly 2008). As a result of RWQCB concerns over the City's seasonal percolation pond, where effluent has been documented surfacing on the Eel River gravel bars adjacent to the pond, the Board issued Cease and Desist Order (CDO) R1-2003-0046 in 2003. The Order placed a cap (140 EDUs) on the number of new wastewater connections the City could approve before remediating the problem, and outlined an effluent disposal compliance schedule for the remediation. To date, approximately 40 EDUs worth of excess connections remain under the cap (Ibid.). In response, planning is underway by the City to upgrade the WWTP to address RWQCB's concerns.

The City has an existing wastewater generation of 0.41 MGD ADWF (HLAFCo 2008b) and a per capita wastewater generation rate of 124 gpd per person (Planwest, 2008b). Applying this rate to the estimated 403 new employees associated with new development permitted under the proposed amendment yields a wastewater generation estimate of 49,970 gpd (0.05 MGD). Adding this to existing wastewater generation yields an existing plus amendment wastewater generation estimate of 0.46 MGD. Thus, adequate capacity exists at the City's WWTF to serve new development permitted under the amendment. However, the City has access to only approximately 40 EDUs worth of this capacity under the RWQCB CDO. Until either the existing CDO connections cap is lifted or the proposed WWTF upgrades are constructed, inadequate available new wastewater capacity may exist to serve all the new development permitted under the amendment. Furthermore, it is unclear whether the existing wastewater trunk lines and pumps that would serve this development have sufficient capacity to serve the development without improvement. However, with implementation of the mitigation measures from the 2008 Sawmill Annexation IS/MND described under "Water" above which also apply to wastewater infrastructure, the impact would be *less than significant*.

Storm Water Drainage: Storm water drainage service in the City of Rio Dell is provided by the City of Rio Dell municipal storm water drainage system which drains to the Eel River via underground drainage conduits, artificial and natural drainage ditches, drainage inlets and storm drain manholes. In the amendment area, drainage is from the hillsides in the north toward the river to the south. The system, including the discharges of storm water to the river, operates under a Phase II National Pollution Discharge Elimination System (NPDES) storm water permit and is classified as a nonpoint pollution source (Humboldt County 2002).

The proposed amendment would the development of new urban uses within a portion of the Eel River Sawmill which is already dominated by impervious surfaces. Hence, the amendment would not substantially increase stormwater runoff. However, development

could substantially alter existing drainage patterns in the area, and based on mitigation in the 2008 Sawmill Annexation IS/MND which requires connection of new development to the City's municipal storm drain system, increase the demand for capacity in that storm drain system. Because specific development proposals have not been made at this time given the programmatic nature of the proposed entitlements, drainage volumes, rates and the direction of flow before and after development cannot currently be identified. However, given the lack of City municipal storm drainage infrastructure in the area, development permitted under the amendment could potentially: (1) result in flooding on- or off-site; (2) create the need to develop City municipal storm drainage infrastructure where no such infrastructure currently exists; and (3) increase the demand for, and consume existing available capacity within, the City's municipal storm drain system. Still, with implementation of the mitigation measures from the 2008 IS/MND described under "Water" above which also apply to storm water drainage infrastructure, and with implementation of the mitigation in that 2008 IS/MND described in Response 9.c-d, the impact would be *less than significant*.

f-g): The City of Rio Dell generated a total of 1,220 tons per year (tpy) of solid waste in 2004 (CIWMB 2008). Household waste accounted for 44% of this total (537 tons), while business waste accounted for 56% (683 tons) (Ibid.). This waste is collected and disposed of by the Eel River Disposal & Resource Recovery Inc. (ERD). In addition, the City has contracted with ERD to provide bi-weekly curbside recycling and green waste pick-up in an effort to reduce the City waste stream, and the City promotes composting to reduce its waste stream through the selling of compost bins residents and businesses at subsidized rates. Municipal and recycling waste are transported to ERD's transfer facility in Fortuna, where the municipal waste is transported to the Anderson Landfill in Shasta County and the recycling waste sorted and sold to a variety of users (Ibid.). Green waste is transported to the Scotia transfer station where it is used as fuel in PALCO's cogeneration plant to generate electricity (Ibid.).

The proposed amendment would permit new urban uses that would generate solid waste. Assuming CalRecycle's estimated average solid waste generation rates of 5.0 lb/1000 sq. ft./day for industrial and 9.2 lb/1000 sq. ft./day for commercial development, this development would generate an estimated 1,920 lb/day (350 tpy) of solid waste (CalRecycle, 2010). The Anderson Landfill has an existing permitted capacity of 16.0 million cubic yards and an existing remaining capacity of 8.0 million cubic yards (approximately 2.4 million tons; CIWMB, 2008). Therefore, development permitted under the amendment would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs, and the impact would be *less than significant impact*.

The Integrated Waste Management Act (AB 939) requires cities to reduce their solid waste streams by incremental targets leading to a 70% reduction by 2015 (Planwest 2008b). The City of Rio Dell has been implementing the recycling, green waste and composting programs described above in an effort to comply with AB 939. According to the CIWMB, the City achieved a waste diversion rate of 54% in 2006 (CIWMB 2008). Unless development facilitated by the proposed amendment were to actively participate in these waste diversion programs, and unless features were incorporated into this development that would facilitate an even greater waste diversion rate than is currently occurring in the City (e.g., must eventually achieve 70%

diversion), development permitted under the proposed amendment could potentially compromise the City's ability to comply with AB 939. However, the 2008 Sawmill Annexation IS/MND identifies mitigation requiring that: new development participate in the City's recycling pick-up, green waste pick-up, and composting programs; provide dedicated solid waste, recycling and green waste bins and enclosures; and that construction waste associated with any demolition of existing structures or asphalt be recycled to the maximum extent feasible. With implementation of this mitigation, the impact would be *less than significant*.

18. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less Than Significant Impact w/Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish/wildlife, cause fish/wildlife population to drop below self-sustaining levels, threaten to eliminate plant/animal community, reduce the number/range of a rare/endangered species, or eliminate important examples of major periods of CA history/prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable?				X
c) Does the project have environmental effects which will cause substantial direct/indirect adverse effects on human beings?				X

a-c): Based on the proposed amendment and applicable regulations, there is **no** evidence to indicate the proposed would result in the following after implementation of the mitigation measures identified in the 2008 Sawmill Annexation IS/MND and this IS/MND:

- The potential to degrade the quality of the environment, reduce the habitat of a fish or wildlife species, threaten to eliminate a plant or animal community or eliminate important examples of the major periods of California history or pre-history;
- The potential to achieve short-term to the disadvantage of long-term environmental goals;
- Impacts that individually limited but cumulatively considerable; or
- Environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

Based on the above, *no impact* would occur.

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APPENDIX A

URBEMIS AIR QUALITY MODELING OUTPUT

Page: 1
12/7/2010 9:15:31 AM

Urbemis 2007 Version 9.2.4
Combined Annual Emissions Reports (Tons/Year)
File Name: P:\Rio Dell Project\Application Review 2010\Sawmill GPA-ZA\Initial Study\Sawmill GPA-ZA-GPTA URBEMIS Results.urb924
Project Name: Sawmill GPA-ZA-GPTA
Project Location: California State-wide
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:											
CONSTRUCTION EMISSION ESTIMATES											
	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2013 TOTALS (tons/year unmitigated)	3.29	2.10	1.96	0.00	1.44	0.12	1.57	0.30	0.11	0.42	381.16
AREA SOURCE EMISSION ESTIMATES											
	ROG	NOx	CO	SO2	PM10	PM2.5	CO2				
TOTALS (tons/year, unmitigated)	0.42	0.64	1.36	0.00	0.00	0.00	755.50				
OPERATIONAL (VEHICLE) EMISSION ESTIMATES											
	ROG	NOx	CO	SO2	PM10	PM2.5	CO2				
TOTALS (tons/year, unmitigated)	5.59	10.05	72.71	0.06	10.76	2.08	5,913.30				
SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES											
	ROG	NOx	CO	SO2	PM10	PM2.5	CO2				
TOTALS (tons/year, unmitigated)	6.01	10.69	74.07	0.06	10.76	2.08	6,668.80				

APPENDIX B

CARB GHG EMISSION REDUCTION MEASURES

**CARB GHG Emission Reduction Measures
(AB 32 GHG Measures to be Initiated by CARB)**

ID#	Sector	Strategy Name	ID#	Sector	Strategy Name
1	Fuels	Above ground storage tanks	23	Commercial	SF ₆ reductions from the non-electric sector
2	Transportation	Diesel – off road equipment	24	Transportation	Tire inflation program
3	Forestry	Forestry protocol endorsement	25	Transportation	Cool automobile paints
4	Transportation	Diesel – port trucks	26	Cement	Blended cements
5	Transportation	Diesel – vessel main engine fuel specifications	27	Cement	Energy efficiency of CA cement facilities
6	Transportation	Diesel – commercial harbor craft	28	Transportation	Ban on HFC release from motor vehicle AC service/dismantling
7	Transportation	Green ports	29	Transportation	Diesel – off road equipment
8	Agriculture	Manure management (methane digester)	30	Transportation	Add AC leak tightness test and repair to smog checks
9	Education	Local gov. GHG reduction guidance/protocols	31	Agriculture	Research on GHG reductions from nitrogen land applications
10	Education	Business GHG reduction guidance/protocols	32	Commercial	Specifications for commercial refrigeration
11	Energy Efficiency	Cool communities program	33	Oil and Gas	Reduction in venting/leaks from oil and gas systems
12	Commercial	Reduce high global warming potential (GWP) GHGs in products	34	Transportation	Requirement of low-GWP GHGs for new motor vehicle ACs
13	Commercial	Reduction of PFCs from semiconductor industry	35	Transportation	Hybridization of medium/heavy-duty diesel vehicles
14	Transportation	SmartWay truck efficiency	36	Electricity	Reductions in SF ₆ in electricity generation
15	Transportation	Low carbon fuel standard (LCFS)	37	Commercial	High GWP refrigerant tracking/reporting/recovery
16	Transportation	Reduction of HFC-134a from DIY motor vehicle AC servicing	38	Commercial	Foam recovery/destruction program
17	Waste	Improved landfill gas capture	39	Fire Suppression	Alternative suppressants in fire protection systems
18	Fuels	Gasoline disperser hose replacement	40	Transportation	Strengthen light-duty vehicle standards
19	Fuels	Portable outboard marine tanks	41	Transportation	Truck stop electrification with incentives for truckers
20	Transportation	Standards for off-cycle driving conditions	42	Transportation	Diesel – vessel speed reductions
21	Transportation	Diesel – privately owned on-road trucks	43	Transportation	Transportation refrigeration – electric standby
22	Transportation	Anti-idling enforcement	44	Agriculture	Electrification of stationary agricultural engines

Source: CARB 2007b; COE 2008.

APPENDIX C

FHWA NOISE MODELING OUTPUT

Existing Northwestern Ave Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing Northwestern Ave. Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	5.0
Average automobile speed (mph):	25.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	0.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Northwestern Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	33.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	38.3

Existing + Amendment Northwestern Ave Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing + Amendment Northwestern Ave. Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	11.0
Average automobile speed (mph):	25.0
Medium truck volume (v/h):	0.0
Average medium truck speed (mph):	0.0
Heavy truck volume (v/h):	0.0
Average heavy truck speed (mph):	0.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Northwestern Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	33.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	41.5

Existing HWY 101 Traffic Noise
***** CASE INFORMATION *****

***** Results calculated with TNM Version 2.5 *****

Existing HWY 101 Traffic Noise

***** TRAFFIC VOLUME/SPEED INFORMATION *****

Automobile volume (v/h):	422.0
Average automobile speed (mph):	65.0
Medium truck volume (v/h):	23.0
Average medium truck speed (mph):	65.0
Heavy truck volume (v/h):	23.0
Average heavy truck speed (mph):	65.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

***** TERRAIN SURFACE INFORMATION *****

Terrain surface: hard

***** RECEIVER INFORMATION *****

DESCRIPTION OF RECEIVER # 1

Industrial/commercial

Distance from center of 12-ft wide, single lane roadway (ft):	120.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	66.9

Existing + Amendment HWY 101 Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing + Project HWY 101 Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	685.0
Average automobile speed (mph):	65.0
Medium truck volume (v/h):	38.0
Average medium truck speed (mph):	65.0
Heavy truck volume (v/h):	38.0
Average heavy truck speed (mph):	65.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Industrial/commercial

Distance from center of 12-ft wide, single lane roadway (ft):	120.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	69.0

Existing Wildwood Ave Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing Wildwood Ave. Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	394.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	22.0
Average medium truck speed (mph):	35.0
Heavy truck volume (v/h):	22.0
Average heavy truck speed (mph):	35.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Wildwood Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	33.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	64.8

Existing + Amendment Wildwood Ave Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing + Amendment Wildwood Ave. Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	606.0
Average automobile speed (mph):	35.0
Medium truck volume (v/h):	33.0
Average medium truck speed (mph):	35.0
Heavy truck volume (v/h):	33.0
Average heavy truck speed (mph):	35.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Wildwood Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	33.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	66.6

Existing WB HWY 101 Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing WB HWY 101 Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	421.0
Average automobile speed (mph):	65.0
Medium truck volume (v/h):	23.0
Average medium truck speed (mph):	65.0
Heavy truck volume (v/h):	23.0
Average heavy truck speed (mph):	65.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Eola Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	60.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	68.1

Existing + Amendment WS HWY 101 Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM version 2.5 * * * *

Existing + Amendment Eeola Ave. Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	679.0
Average automobile speed (mph):	65.0
Medium truck volume (v/h):	38.0
Average medium truck speed (mph):	65.0
Heavy truck volume (v/h):	38.0
Average heavy truck speed (mph):	65.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Eeola Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	60.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.2

Existing EB HWY 101 Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing EB HWY 101 Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	500.0
Average automobile speed (mph):	65.0
Medium truck volume (v/h):	29.0
Average medium truck speed (mph):	65.0
Heavy truck volume (v/h):	29.0
Average heavy truck speed (mph):	65.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Belleview Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	60.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	69.0

Existing + Amendment EB HWY 101 Traffic Noise
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Existing + Amendment EB HWY 101 Traffic Noise

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	764.0
Average automobile speed (mph):	65.0
Medium truck volume (v/h):	43.0
Average medium truck speed (mph):	65.0
Heavy truck volume (v/h):	43.0
Average heavy truck speed (mph):	65.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: soft

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Residences on Bellevue Ave.

Distance from center of 12-ft wide, single lane roadway (ft):	60.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	70.8

675 Wildwood Avenue
Rio Dell, Ca 95562
(707) 764-3532



**CITY OF RIO DELL
STAFF REPORT
CITY COUNCIL AGENDA
June 19, 2012**

TO: Mayor and Members of the City Council

THROUGH: Jim Stretch, City Manager

FROM: Stephanie Beauchaine, Finance Director

DATE: June 19, 2012

SUBJECT: **Operations Budget for Fiscal Year 2012-2013**

RECOMMENDATION

Approve Resolution 1158-2012 adopting the City of Rio Dell 2012-2013 Fiscal Year Operating Budget.

BUDGETARY IMPACT

Approval of Resolution 1158-2012 will appropriate projected Operations revenue totaling \$2,397,221 and expenditures in the amount of \$2,238,947, and an appropriation to reserves in the amount of \$158,274 as follows:

<u>Fund</u>		<u>Revenues</u>	<u>Expenditures</u>	<u>Reserve Allocation</u>
0	General Fund	\$ 880,093.00	\$ 822,307.00	\$ 57,786.00
20	Gas Tax	\$ 85,020.00	\$ 80,260.00	\$ 4,760.00
24	TDA	\$ 100,015.00	\$ 98,236.00	\$ 1,779.00
26	ISTEA	\$ 17,015.00	\$ 8,589.00	\$ 8,426.00
27	Solid Waste	\$ 9,306.00	\$ 7,923.00	\$ 1,383.00
40	SLESF	\$ 100,000.00	\$ 97,448.00	\$ 2,552.00
43	Vehicle Abatement		\$ 2,500.00	\$ (2,500.00)
50	Sewer Operations	\$ 669,480.00	\$ 622,335.00	\$ 47,145.00
60	Water Operations	\$ 527,292.00	\$ 491,737.00	\$ 35,555.00
74	Recycling	\$ 9,000.00	\$ 7,612.00	\$ 1,388.00

<u>Fund</u>	-	<u>Revenues</u>	<u>Expenditures</u>	<u>Reserve Allocation</u>
Total		\$ 2,397,221.00	\$ 2,238,947.00	\$ 158,274.00

BACKGROUND AND DISCUSSION

City Staff has been working on the budget process since December of 2011. In conjunction with the Finance Department each City Department has developed a budget proposal which has been approved by the City Manager, and reviewed by the City Council.

A few minor changes have been made to incorporate additional cleaning costs for City Hall, Fireman's Park Bathroom cleaning, additional labor hours for streets and ground maintenance during summer hours, and funding to incorporate the budget module into the accounting software system. The net cost for these additions is \$16,526.

At this time all recommendations, suggestions, and corrections noted have been implemented into the proposed draft, and the staff recommendation is for the City Council to approve Resolution 1158-2012 adopting the 2012-2013 Fiscal Year Operating Budget.

**RESOLUTION NO. 1158-2012
A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF RIO DELL
ADOPTING THE OPERATING BUDGET
FOR THE FISCAL-YEAR 2012-2013**

WHEREAS, the City is required to adopt an annual operations budget pursuant to City of Rio Dell Resolution 966-2007; and

WHEREAS, the proposed budget for the Fiscal-year beginning July 1, 2012 and ending June 30, 2013, as presented by the Finance Department has been reviewed, and revised by the City manager, and the City Council; and

NOW THEREFORE BE IT RESOLVED, that the City of Rio Dell City Council does hereby adopt the City of Rio Dell 2012-2013 Operating Budget including revenues totaling \$2,397,221, expenditures in the amount of \$2,238,947, and an appropriation to reserves in the amount of \$158,274 as follows:

<u>Fund</u>	<u>Revenues</u>	<u>Expenditures</u>	<u>Reserve Allocation</u>
0 General Fund	\$ 880,093.00	\$ 822,307.00	\$ 57,786.00
20 Gas Tax	\$ 85,020.00	\$ 80,260.00	\$ 4,760.00
24 TDA	\$ 100,015.00	\$ 98,236.00	\$ 1,779.00
26 ISTEAA	\$ 17,015.00	\$ 8,589.00	\$ 8,426.00
27 Solid Waste	\$ 9,306.00	\$ 7,923.00	\$ 1,383.00
40 SLESF	\$ 100,000.00	\$ 97,448.00	\$ 2,552.00
43 Vehicle Abatement		\$ 2,500.00	\$ (2,500.00)
50 Sewer Operations	\$ 669,480.00	\$ 622,335.00	\$ 47,145.00
60 Water Operations	\$ 527,292.00	\$ 491,737.00	\$ 35,555.00
74 Recycling	\$ 9,000.00	\$ 7,612.00	\$ 1,388.00
Total	\$ 2,397,221.00	\$ 2,238,947.00	\$ 158,274.00

BE IT FURTHER RESOLVED, as follows:

Section 1.

It is the intention of the City Council in approving and adopting an annual budget to provide

financial guidance for routine operations of City business and for the purpose of providing information to the general public.

Section 2.

The adopted annual City budget will be implemented and maintained in accordance with City Budget Policy as outlined in Resolution 966-2007.

Section 3.

Adoption of the annual budget does not expressly approve expenditures of funds in excess of purchasing authority as outlined by City Resolution, Ordinance, State, or Federal law.

PASSED AND ADOPTED by the City of Rio Dell on this 19th day of June 2012, by the following roll call vote:

Ayes:	Mayor Woodall, Councilmembers Leonard, Marks and Thompson
Noes:	None
Abstain:	None
Absent:	None

Julie Woodall, Mayor

ATTEST:

Karen Dunham, City Clerk

CITY OF RIO DELL CHECK REGISTER

General Checking - US Bank of California

Check	Date	Vendor	Description	Check / Payment
0000332	5/01/2012	[2237] BANK OF AMERICA BUSINESS CARD	SIRCHIE EVIDENCE EQUIPMENT SOFTWARE FUEL	550.34
0000333	5/01/2012	[2366] EEL RIVER DISPOSAL	REFUND FOR PURCHASE OF SOFTWARE	
0000334	5/01/2012	[2502] KEMP INSPECTION SERVICE	TWO PUMPS - PUBLIC WORKS	
0000335	5/01/2012	[2203] AESTHETIC DESIGN & PHOTOGRAPHY	LODGING - SCORE BOARD MEETING	561.00
0000336	5/01/2012	[2303] COAST CENTRAL CREDIT UNION	SALE OF GARBAGE BAGS FOR APRIL, 2012	2,218.92
0000337	5/01/2012	[2383] EUREKA OXYGEN CO.	PERMIT & PLAN CHECK FEES FOR APRIL, 2012	20.00
			UPDATING PLANNING PAGE ON WEBSITE	
			DUES FOR PD PPE 04/20/2012	120.00
			CREDIT	197.97
			CYLINDER	
			RAIN JACKETS	
			SHIRT	
0000338	5/01/2012	[2411] FORT DEARBORN LIFE INSURANCE CO.	LIFE INSURANCE COVERAGE FOR MAY, 2012	239.75
0000339	5/01/2012	[2452] HORIZON BUSINESS PRODUCTS	OFFICE SUPPLIES -PD	32.09
0000340	5/01/2012	[2481] ICMA	RETIREMENT FOR PPE 04/20/2012	6,492.14
0000341	5/01/2012	[2484] INDEPENDENT BUSINESS FORM	FORMS FOR PAST DUE NOTICES	265.61
0000342	5/01/2012	[2522] LECAH	2012 ANNUAL DUES	50.00
0000343	5/01/2012	[2551] MIRANDA'S ANIMAL RESCUE	ANIMAL CONTROL FOR MAY, 2012	1,200.00
0000344	5/01/2012	[2689] SECURITY LIFE COMPANY OF AMERICA	DENTAL/VISION COVERAGE FOR MAY, 2012	1,595.02
0000345	5/01/2012	[2694] SHELL OIL CO.	FEB, 2012 FOR PD	3,193.25
			MARCH, 2012 FUEL FOR PD	
			FEB, 2012 FUEL FOR PW	
			MARCH, 2012 FUEL FOR PW	
			EXEMPT TAX DISCOUNT FOR PD	
			EXEMPT TAX DISCOUNT FOR PW	
0000346	5/01/2012	[2709] STAPLES DEPT. 00-04079109	TONER CARTRIDGES	467.56
0000347	5/01/2012	[2772] WENDT CONSTRUCTION, INC	TRUCK LOAD OF TOPSOIL	1,600.00
0000348	5/01/2012	[3029] REDWOOD COFFEE SERVICE	COFFEE FOR CITY HALL	122.00
			COFFEE FOR PD	
0000349	5/01/2012	[3343] PITNEY BOWES RESERVE ACCOUNT	POSTAGE	400.00
0000350	5/01/2012	[3484] NATIONAL METER & AUTOMATION, INC	HANDHELD	5,357.14
0000351	5/01/2012	[3685] RURAL COMMUNITY ASSISTANCE CORPORATION	LOAN #0713-CRD-03	6,076.00
0000352	5/01/2012	[4035] HSBC BUSINESS SOLUTIONS	OFFICE SUPPLIES	78.18
0000353	5/01/2012	[4338] QUILL CORPORATION	OFFICE SUPPLIES	282.95
			OFFICE SUPPLIES	
0000354	5/01/2012	[4381] LIEBERT CASSIDY WHITMORE	PROFESSIONAL SERVICES	1,050.00
0000355	5/01/2012	[4401] MARLIN LEASING	MONTHLY LEASE FOR XEROX COPIER	314.04
0000356	5/01/2012	[4548] PAPE' MACHINERY EXCHANGE	REPAIRS TO FORKLIFT	676.68
0000357	5/01/2012	[4710] RON HENRICKSON	REIMBURSEMENT FOR MEDICAL COSTS	698.74
0000358	5/01/2012	[4855] FRESHWATER ENVIRONMENTAL SERVICES	CROSS CONNECTION CONTROL SERVICES	400.00
0000359	5/01/2012	[5052] GHD	SMITHER FINAL MAP PLAN REVIEW	657.00

CITY OF RIO DELL CHECK REGISTER

General Checking - US Bank of California

Check	Date	Vendor	Description	Check / Payment
0000360	5/01/2012	[2757] US POSTMASTER	POSTAGE FOR WATER SEWER BILLS APRIL	338.64
0000361	5/09/2012	[2757] US POSTMASTER	MAILER FOR RECYCLING	225.18
0000362	5/22/2012	[0576] 101 AUTO PARTS	START FLUID	587.80
			SPARK PLUGS	
			MACS BELT DRESSING	
			BOLT	
			STARTER/ VECTER	
			EXHAUST WRAP	
0000363	5/22/2012	[1044] R. L. LEONARD	MILEAGE FOR 04/19/12 HCAOG MEETING	26.64
0000364	5/22/2012	[1134] JACK THOMPSON	REIMBURSEMENT FOR MILEAGE	141.50
0000365	5/22/2012	[2224] AQUA BEN CORPORATION	HYDROFLOC 750 E 55 GAL DRUM	801.16
0000366	5/22/2012	[2247] ANTHEM BLUE CROSS	HEALTH INSURANCE FOR JUNE, 2012	12,079.00
0000367	5/22/2012	[2293] CITY OF FORTUNA	DISPATCH FOR MAY, 2012	1,542.00
0000368	5/22/2012	[2303] COAST CENTRAL CREDIT UNION	PD DUES FOR PPE 05/4/12	120.00
0000369	5/22/2012	[2366] EEL RIVER DISPOSAL	SLUDGE DISPOSAL	747.25
			SLUDGE DISPOSAL	
0000370	5/22/2012	[2386] EUREKA RUBBER STAMP CO.	NAME PLATES	28.10
0000371	5/22/2012	[2405] FORTUNA ACE HARDWARE	PONDMASTER PUMP	142.20
0000372	5/22/2012	[2407] FORBUSCO LUMBER	SUPPLIES FOR OUTDOOR LIGHTS AT CITY HALL	277.65
0000373	5/22/2012	[2410] NORTH COAST CLEANING SERVICES, INC.	CLEANING SERVICES FOR APRIL, 2012	376.00
0000374	5/22/2012	[2413] FORTUNA FEED & FARM	STRAW	54.70
0000375	5/22/2012	[2474] HUMMEL TIRE & WHEEL, INC	FLAT REPAIR FOR PD	14.50
0000376	5/22/2012	[2481] ICMA	RETIREMENT FOR PPR 05/4/12	6,422.89
0000377	5/22/2012	[2485] INDUSTRIAL ELECTRIC	LABOR AND SUPPLIES TO REWIND PUMP MOTOR	919.75
0000378	5/22/2012	[2501] HAJOCA CORPORATION	POLYETH PIPE	87.28
0000379	5/22/2012	[2655] RENNER PETROLEUM	DIESEL FUEL FOR BACK-UP GENERATOR @ YARD	1,002.36
0000380	5/22/2012	[2659] RIO DELL PETTY CASH	US POST MASTER- PRIORITY MAIL TO SACRAMENTO	12.10
			CONCRETE MIX..	
0000381	5/22/2012	[2742] SCOTIA TRUE VALUE HARDWARE	CONCRETE MIX	244.12
			CONNECTORS	
			MOP / DRANO	
			WASHER, HEX NUT & SCREWS	
			KITCHEN TAIL PIECE	
0000382	5/22/2012	[2758] USDA RURAL DEVELOPMENT	CASE # 04-012-0941603860.. CODE 92 LOAN # 03	24,500.00
0000383	5/22/2012	[2768] WAHLUND CONSTRUCTION	2nd PAY REQUEST	266,736.66
0000384	5/22/2012	[2779] WILDWOOD SAW	TRIMMER LINE / EDGER BLADES	103.24
			CREDIT	
0000385	5/22/2012	[3484] NATIONAL METER & AUTOMATION, INC	ERT'S	565.33
0000386	5/22/2012	[3644] TAYLOR MADE FENCING,	INSTALLATION OF CHAIN LINK FENCING	3,785.00
0000387	5/22/2012	[3655] MANN, URRUTIA, NELSON, CPA'S	BILLING FOR JUNE 30TH, 2011 AUDIT-ADDITIONAL A	5,850.00
0000388	5/22/2012	[3975] AT&T - 5709	TELEPHONE BILL FOR 3/27/12 TO 4/26/12	662.05
0000389	5/22/2012	[4288] JESSE BAIRD	REFUND ON CUSTOMER DEPOSIT # 3449	4.88
0000390	5/22/2012	[4491] CODE PUBLISHING, INC	WEB HOSTING - MAY, 2012 TO MAY, 2013	350.00

CITY OF RIO DELL CHECK REGISTER

General Checking - US Bank of California

Check	Date	Vendor	Description	Check / Payment
0000391	5/22/2012	[4525] SHERLOCK RECORDS MGMT	SERVICE 4-1-12 TO 4-30-12..STORAGE 5-1-12 TO	92.60
0000392	5/22/2012	[4591] DIAS ARTISTRIES	MEMORIAL PARK PROJECT	950.00
0000393	5/22/2012	[4908] MITCHELL BRISSO DELANEY & VRIEZE	LEGAL SERVICES ENDING 04/30/12	5,784.64
0000394	5/22/2012	[4937] DEPARTMENT OF TRANSPORTATION	SERVICES ENDING 04/30/12	247.76
0000395	5/22/2012	[4950] SALVADOR ALCAZAR, VALENCIA	SIGNALS AND LIGHTING JAN-MARCH 2012	43.02
0000396	5/22/2012	[5052] GHD	REFUND ON DEPOSIT	1,354.75
			ALBIN ENTERPRISES MAJOR SUBDIVISION	
			BILLING FOR MARCH 2012	
			DOWNTOWN IMPROVEMENT AND STREETSCAPE- APRIL	
			DOWNTOWN IMPROVEMENT AND STREETSCAPE	
0000397	5/22/2012	[5101] NORTH VALLEY LABOR COMPLIANCE SERVICES	03/31/12	1,602.00
0000398	5/10/2012	[2757] US POSTMASTER	WASTEWATER TREATMENT PLANT	225.18
0000399	5/17/2012	[2203] AESTHETIC DESIGN & PHOTOGRAPHY	ONE WAY STREET / TOWN CENTER ZONING	20.00
0000400	5/17/2012	[2237] BANK OF AMERICA BUSINESS CARD	ADD SEWER CAM SPECS	2,286.99
			RESIDENCE INN-SAN MATEO 04/12/12	
			PLATT ELECTRIC -OUTDOOR DUSK TO DAWN LIGHTING	
0000401	5/17/2012	[2452] HORIZON BUSINESS PRODUCTS	EMBASSY SUITES 04/9-04/12	2,502.57
0000402	5/17/2012	[2603] PG&E	SHELL OIL-FOR TRIP TO SACRAMENTO	10,581.63
0000403	5/17/2012	[2735] TIMES-STANDARD	EMBASSY SUITES-SACRAMENTO 04/22/12	2,114.14
			RECYCLING EVENT PROMOTIONAL	
			ONE WAY AVENUE MAILER	
0000404	5/17/2012	[2795] NALLEY & ASSOCIATES	APRIL, 2012 - BILLING	307.50
			CLASSIFIED ADVERTISING - REQUEST FOR PROPOSAL	
			CLASSIFIED - FISCAL ASSISTANT II AD	
			MODIFY UB FINAL NOTICE LIST	
			DOWNLOAD UPGRADE TO SERVER	
			CREATE EXPORT FILE OF SERVICE LOCATIONS - PUB	
0000405	5/17/2012	[4035] HSBC BUSINESS SOLUTIONS	CREAMER / CUPS	22.60
0000406	5/17/2012	[4151] TIMES PRINTING COMPANY	BUSINESS CARDS FOR JAMES STRETCH	106.70
0000407	5/17/2012	[4246] CITY CLERKS ASSOC. OF CALIF.	2012 CITY CLERK'S HANDBOOK	40.00
0000408	5/17/2012	[4382] DOCUSTATION	STAPLE REFILL	1,863.46
0000409	5/17/2012	[4450] TERMINIX	BILLING FOR MONTH OF APRIL, 2012	89.00
			MONTHLY SERVICE @ CITY HALL	
			MONTHLY SERVICE @ CORP YARD	
0000410	5/17/2012	[5114] BEST BEST & KRIEGER LLP	LEGAL SERVICES	6,510.00
0000411	5/25/2012	[1576] CARLA RALSTON	MILEAGE REIMBURSEMENT FOR MAY 2012	57.17
0000412	5/25/2012	[2224] AQUA BEN CORPORATION	HYDROFLOC 750 E 55 GAL DRUM	801.16
0000413	5/25/2012	[2303] COAST CENTRAL CREDIT UNION	PD DUES FOR PPE 05/18/12	120.00
0000414	5/25/2012	[2366] EEL RIVER DISPOSAL	SLUDGE REMOVAL BINS	1,455.91

CITY OF RIO DELL CHECK REGISTER

General Checking - US Bank of California

Check	Date	Vendor	Description	Check / Payment
0000415	5/25/2012	[2383] EUREKA OXYGEN CO.	CYLINDER RENT	15.20
0000416	5/25/2012	[2396] FERNBRIDGE TRACTOR & EQUIPMENT CO., INC.	SPINDLE FREIGHT	169.08
0000417	5/25/2012	[2423] GEORGE'S GLASS	TRACTOR SPINDLE	
0000418	5/25/2012	[2452] HORIZON BUSINESS PRODUCTS	WINDSHIELD REPLACEMENT FOR JEEP LIBERTY	49.00
			OFFICE SUPPLIES	23.03
			MOISTENER	
0000419	5/25/2012	[2474] HUMMEL TIRE & WHEEL, INC	TUBE FOR MOWER TIRE	18.18
0000420	5/25/2012	[2481] ICMA	RETIREMENT PAYMENT FOR PPE 05/18/12	6,497.89
0000421	5/25/2012	[2551] MIRANDA'S ANIMAL RESCUE	SERVICES FOR JUNE 2012	1,200.00
0000422	5/25/2012	[2569] NORTH COAST LABORATORIES, INC.	BIOCHEMICAL OXYGEN DEMANS/TSS	360.00
			COLIFORM ANTI-TRAY 102480	
			BIOCHEMICAL OXYGEN DEMANS/TSS	
			COLIFORM ANTI-TRAY	
0000423	5/25/2012	[2689] SECURITY LIFE COMPANY OF AMERICA	DENTAL VISION FOR JUNE, 2012, PREPAID	1,595.02
0000424	5/25/2012	[2714] SWRCB ACCOUNTING OFFICE ATTN: AFRS	ANNUAL PERMIT FOR WASTEWATER TREATMENT PLANT	1,938.00
			ANNUAL PERMIT RECYCLED WATER DISPOSAL	
0000425	5/25/2012	[2750] USA BLUEBOOK	04/01/1	
0000426	5/25/2012	[2772] WENDT CONSTRUCTION, INC	FOR UNDERPAYMENT OF INVOICE 607451-FEB,2012	2.70
0000427	5/25/2012	[2779] WILDWOOD SAW	DELIVERY OF TOPSOIL 05/11, 05/17/12	1,800.00
0000428	5/25/2012	[3029] REDWOOD COFFEE SERVICE	TRIMMER LINE AUTO CUT HEAD	65.26
			COFFEE FOR CITYHALL	122.00
0000429	5/25/2012	[3151] SHN CONSULTING ENGINEERS	COFFEE FOR POLICE DEPT	
0000430	5/25/2012	[3685] RURAL COMMUNITY ASSISTANCE CORPORATION	LABOR COMPLIANCE SERVICES THROUGH 04/30/12	281.26
			PRINCIPAL AND INTEREST 05/01/12-05/31/12	6,076.00
0000431	5/25/2012	[3880] BIO HUMA NETICS, INC.	BIO ENERGIZER	968.96
0000432	5/25/2012	[4035] HSBC BUSINESS SOLUTIONS	PAPER	213.44
			SUPPLIES	
0000433	5/25/2012	[4338] QUILL CORPORATION	OFFICE SUPPLIES	37.59
0000434	5/25/2012	[4401] MARLIN LEASING	LEASE PAYMENT AND PROPERTY TAX PAYMENT	370.97
0000435	5/25/2012	[4773] CPS HUMAN RESOURCE SERVICES	CASHIER TESTS	454.25
0000436	5/25/2012	[4855] FRESHWATER ENVIRONMENTAL SERVICES	DATA BASE PREPARATION FOR BACKFLOW PREVENTION	560.00
0000437	5/25/2012	[4885] HDR ENGINEERING, INC.	ENGINEERING SERVICES THROUGH 03/31/12 WWTP	6,764.77
0000438	5/25/2012	[4905] ASSOCIATION OF ENVIRONMENTAL PROFESSIONALS	SAN FRANCISCO BAY AREA CHAPTER MEMBERSHIP 201	150.00
0000439	5/25/2012	[3685] RURAL COMMUNITY ASSISTANCE CORPORATION	LOAN FEES 0762-CRD-04	25,500.00

**CITY OF RIO DELL
CHECK REGISTER****General Checking - US Bank of California**

Check	Date	Vendor	Description	Check / Payment
0000441	5/30/2012	[2694] SHELL OIL CO.	APRIL FUEL CHARGES-PD	
			EXEMPT TAX ADJ-PD-APRIL	3,046.13
			DISCOUNT-PD-APRIL	
			FUEL CHARGES FOR PW-APRIL	
			EXEMPT DISCOUNT-PW-APRIL	
			DISCOUNT-PW APRIL	
			Total Checks/Deposits	461,121.87